



Metropolitan Transportation Authority

Capital Program Committee Meeting

April 2025

Committee Members

Janno Lieber, Chair
Meera Joshi, Vice Chair
Andrew Albert
Gerard Bringmann
Norman Brown
Samuel Chu*
Michael Fleischer
Dan Garodnick
Randy Glucksman
Marc Herbst
David Jones
Blanca Lopez*
David Mack*
Haeda Mihaltses*
John Ross Rizzo
John Samuelson
Vinnie Tessitore
Neal Zuckerman

Capital Program Committee Meeting

**Monday, 4/28/2025
9:45 AM - 12:15 PM ET**

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

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**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for APRIL 2025**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Atlas ATC Engineering Inc.	\$6,407,607	Award of a publicly advertised and competitively solicited contract for special inspection and testing services.
Contracts	Nordic Signals Consulting ApS	\$4,396,032	Award of a publicly advertised and competitively solicited contract for consultant services to support New York City Transit's Communication-Based Train Control Signal Modernization Program.
Contracts	Cubic Transportation Systems	\$7,696,020	Award of a modification to provide additional capabilities to the existing OMNY point-of-sale network and reduced fare and paratransit functions and technical support for these enhancements through July 31, 2030. The modification also includes two five-year options for continued technical support for the enhancements, exercisable at MTA's sole discretion.
Contracts	Siemens Industry Inc.	\$5,750,000	Ratification of a modification to provide a database validation tool, a cloud-based ATS expandability tool, and changes to the carborne controller software to improve system performance and reliability.
Contracts	Restani-AWS JV, LLC	\$2,930,000	Ratification of a modification to furnish and install temporary structural shoring to the underside of portions of the Belt Parkway Ramp from the Verrazzano-Narrows Bridge.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
March 24, 2025
New York, New York
11:15 AM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Meera Joshi, Vice Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Randolph Glucksman
Hon. David Jones
Hon. Blanca López
Hon. Haeda Mihaltses
Hon. John Ross Rizzo*

CPC Members not present:

Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Marc Herbst
Hon. David Mack
Hon. John Samuelsen
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

MTA staff present:

Quemuel Arroyo
Christine Budhwa
Evan Eisland
Steve Loehr
John McCarthy
Monica Murray
Mark Roche
David Soliman
Jamie Torres-Springer

IEC Present:

Sirish Peyyeti

* * *

Chairman Lieber called the March 24, 2025, Capital Program Committee Meeting to order at 11:42 AM.

Public Comments Period

There were six public speakers during the hybrid public comment period: Jason Anthony, Christopher Greif, Aleta Dupree, Jack Connors, Omar Vera, David Paul Gerber*.

*Provided comment virtually.

Meeting Minutes

With a spelling correction, and upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on February 24, 2024.

CPC Work Plan

Upon a motion duly made and seconded, the Committee approved the updated work plan that moves the OMNY update to April; the Systems Business Unit to May; and the Signals Business Unit report from March to July.

Details of the following presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting produced by the MTA and maintained in the MTA's records.

President's Report

MTA Construction & Development Company ("C&D") President Jamie Torres-Springer provided an update on key projects, performance accountability measures, and the 2025-2029 Capital Plan. Mr. Torres-Springer highlighted continued progress on major capital projects, including the development of the Jamaica Bus Depot into an electric bus hub. Additionally, he announced the release of the 2025 Strategic Plan, detailing specific strategies that help C&D to execute on budget and schedule, and increase institutional sustainability.

Mr. Torres-Springer noted significant progress in restoring train service to the Rockaways. This includes waterproofing and rebuilding structural elements, machinery upgrades on the South Channel Bridge, and coordination with the U.S. Coast Guard to maintain service during complex construction maneuvers. And he noted that the shuttle service continues with over 99% on-time performance.

Highlighting some successes, Mr. Torres-Springer reported the early reopening of escalators at 161st Street-Yankee Stadium and reaffirmed December 31, 2025, as the retirement date for the MetroCard, made possible by accelerated OMNY deployment. As part of the transition C&D has replaced thousands of vending machines and all stations will have OMNY vending machines by the fall.

Additional updates included the completed renovation of Mastic-Shirley Station on the LIRR, achieved through in-house work. More than 30 stations are slated for similar upgrades under the 2025-2029 Capital Plan. Mr. Torres-Springer also announced the rollout of several open gangway R211 trains on the G line in Brooklyn, progress on the Interborough Express, with design proposals received.

Next Mr. Torres-Springer pointed to two contracts for Second Avenue Subway Phase 2 advancing to the Board this month. Notably the program management contract includes financial incentives for early, high-quality delivery, and penalties for delays. The design contract was strategically updated to convert the final fit out and systems contract to a design-bid-build contract to minimize risk and save tens of millions of dollars.

Moving on the 2025-2029 Capital Plan, Mr. Torres-Springer emphasized that although the program is still under negotiation in Albany, C&D has actively communicated the plan's urgency

and scope through extensive outreach, including open houses and stakeholder briefings. The plan prioritizes state-of-good-repair investments, based on the most comprehensive asset condition survey to date. Highlights include replacing 2,000 rail cars, modernizing 75 miles of signals, rehabilitating 80 substations, and investing in key infrastructure like the Grand Central Artery, railroad structures, and viaducts. The plan includes ADA accessibility at 60 additional stations, security enhancements, such as cameras, communications infrastructure throughout the system, and new fare gates at 150 stations. Additionally, the plan makes investment in flood resiliency and adds 500 new zero-emission buses.

Economic impact projections from the Partnership for New York City estimate that the economic benefits will be shared across the state with more than 72,000 jobs created and \$106 billion generated. Within that, \$7.5 billion in awards are projected to go to M/WBE, DBE, and SDVOB firms, supporting diversity and long-term industry growth. Despite funding uncertainty, stakeholder feedback has been overwhelmingly supportive, with no substantive criticisms of the plan itself.

Mr. Torres-Springer reiterated that C&D is fully prepared to implement the plan and has already achieved \$3 billion in savings since 2020.

Development Business Unit

Steven Loehr, Deputy Chief Development Officer, Development, provided an update on ongoing preparatory work to advance the MTA's 2025-2029 Capital Plan. He outlined progress in three core areas: shaping projects, building internal capacity, and preparing designs and procurements. Mr. Loehr emphasized that the team is leveraging the comprehensive 20-Year Needs Assessment to inform project-specific details. Through close collaboration with MTA operating agencies, they are confirming asset prioritization, identifying opportunities to address multiple needs simultaneously, and creating new project bundles aligned with planned service outages, a strategy previously discussed at last month's CPC meeting. Mr. Loehr also noted that today's focus includes the continued development of the 2025-2029 accessibility program.

Next, Quemuel Arroyo, MTA Chief Accessibility Officer, reaffirmed the MTA's commitment to ensuring no rider is more than one station away from an accessible station. Mr. Arroyo announced the addition of 13 new stations to the draft accessibility plan, supplementing the original 30 stations identified. He emphasized that the selection of these stations is based on a rigorous, data-driven prioritization matrix rather than arbitrary decisions. The updated list reflects the feedback received from ongoing public engagement and aims to close remaining gaps in station accessibility. Although the draft plan has not yet received funding, Mr. Arroyo highlighted the significant preparatory work underway to ensure implementation can move forward quickly once funding is secured.

Next David Soliman, Vice President, Facilities, Department of Subways, New York City Transit reported on the substantial role of in-house labor within the 2025-2029 Capital Program, highlighting that \$6 billion in work across all MTA agencies is budgeted to be executed internally. This investment is expected to enhance system safety, service reliability, and the overall operating environment for both riders and employees.

Some examples of the work to be performed by in-house forces, include staircase rehabilitations, station mezzanine upgrades, platform barrier installations, substation roof work, and improvements at shops and yards. Mr. Soliman highlighted the platform edge barrier program, noting that barriers have been fabricated and installed at 19 stations to date, with the goal of reaching 100 completed stations by the end of the year.

Mr. Soliman also emphasized the importance of improving employee facilities across the system, with over 3,000 such spaces targeted for upgrades in the plan. In 2023 and 2024, more than 200 employee facility rehabilitations were completed, nearly triple the number completed in the two years prior. These improvements, long championed by Chairman Lieber, reflect a commitment to supporting the workforce by providing clean, and safe working environments.

Mr. Loehr emphasized the urgency with which the MTA is advancing critical infrastructure projects under the 2025-2029 Capital Program. Among them, the project to replace the 79-year-old signaling equipment on the Liberty Line, is moving forward, with the RFQ already released and the RFP expected within weeks. This project is part of the Fulton CBTC procurement, reflecting a strategy to bundle projects across capital plans for efficiency. Additionally, the MTA is prepared to exercise contract options for 131 express buses, 21 articulated buses, and 45 subway work trains, essential to supporting broader capital delivery, pending plan approval.

Mr. Loehr also highlighted coordination with JP Morgan Chase on the Grand Central Train Shed, where concurrent work on Chase's new headquarters is allowing progress on replacing the deteriorated roof. Negotiations are ongoing to expand this work along adjacent blocks once funding is secured. Mr. Loehr named projects for Metro-North, Long Island Railroad, and Bridges and Tunnels where design is under way with procurement contingent on Capital Plan approval.

Following Mr. Loehr's report, Mr. Torres-Springer underscored that the MTA now uses a more rigorous and analytical approach to asset management, focusing on core infrastructure elements - rolling stock, track, station components, power systems, signals, and bridges. Data shows a substantial portion of these assets are in poor or marginal condition, and degradation is expected to worsen over the next five years if action is not taken promptly.

Mr. Torres-Springer warned that without immediate funding, the agency will be unable to launch the urgently needed work, risking a return to past periods of service disruption due to deferred maintenance. Continued investment is the only way to prevent systemic breakdowns and maintain a state of good repair.

Mr. Torres-Springer concluded by noting that the MTA is actively working with the Governor and the State Legislature to secure the funding and approval needed for the 2025-2029 Capital Plan and that numerous shovel-ready projects will proceed immediately upon its adoption.

IEC

Sirish Peyyeti, Program Director of the IEC, delivered an update on the IEC's latest Traffic Light Report for the fourth quarter of 2024. The IEC reviewed 266 projects in total, 10 in design and 256 in construction.

Of these, 48 projects triggered variances: 44 due to schedule issues, 3 due to cost, and 1 due to both. For each variance, C&D prepared summary reports which were reviewed by the IEC in collaboration with project teams and business units. Key challenges contributing to these variances included unforeseen field conditions, poor contractor performance, project scope changes, and staffing shortages within the MTA, especially regarding general orders and office support.

A notable issue this quarter was limited track access, which affected 10 in-house track projects that rely heavily on general orders and coordination windows. In response, the track department adapted quickly, reallocating crews and advancing work in alternate locations. Contractor performance issues impacted nine projects, prompting C&D to implement stricter planning and project management requirements. Scope changes affecting eight projects were driven by

emerging conditions such as water infiltration, new code compliance requirements, and necessary equipment or life safety upgrades.

Third-party stakeholder delays, particularly involving Con Edison, impacted five projects due to slow permit approvals and utility coordination challenges. C&D is working to mitigate this by establishing utility agreements and improving inter-agency communication.

Despite these challenges, 83% of reviewed projects did not trigger schedule variances, and 98% stayed within budget. Mr. Peyyeti concluded by noting that these outcomes reflect C&D's responsiveness and adaptive project planning amidst ongoing system-wide challenges.

Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented five procurement actions to the Capital Program Committee.

Although a quorum was not present, those members of the Capital Program Committee in attendance recommended that the following procurement actions be presented to the full MTA Board for approval:

1. Award of a publicly advertised and competitively solicited contract with AECOM-HNTB JV (Contract D81483) for project management consultant services for the Second Avenue Subway Phase 2 Project;
2. Award of a modification to a contract with Phase 2 Partnership, a Joint Venture of WSP USA, Inc. and STV Incorporated (Contract CM1190) to advance the design of Contract 4, the systems and fit out contract for the Second Avenue Subway Phase 2 Project, from a preliminary design to a fully designed package for a Design-Bid-Build contract;
3. Ratification of a modification to a contract with Empire Control Abatement, inc. (Contract A37751) to reconcile unit price quantity overruns and underruns; and,
- 4-5. Ratification of two modifications to a contract with RailWorks Transit, LLC (Contract M44146) for changes to track bed type in segments of the 63rd Street Line.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the March 24, 2025, Capital Program Committee Meeting at 12:55 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

Approval of the Minutes
Committee Work Plan
Commitments/Completions and Funding Report

II. Specific Agenda Items

May 2025

President's Update
Systems

June 2025

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2025

President's Update
Signals

September 2025

President's Update
Expansion
Quarterly Traffic Light Report

October 2025

President's Update
Stations

November 2025

President's Update
Railroads

December 2025

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2026

President's Update
Infrastructure

February 2026

President's Update
Agency Initiatives

March 2026

President's Update
Signals
Quarterly Traffic Light Report

April 2025

President's Update
OMNY

MTA Board & Capital Program Committee Update

The MTA is in the process of upgrading to a New Fare Payment System (NFPS) for New York City Transit (NYCT) through OMNY and for Long Island Rail Road and Metro-North Railroad through the Railroad New Fare Payment System (RRNFPS). The status of these projects is described in this report.

PROJECT STATUS	Previous Report	Current Status
Substantial Completion	OMNY: December 2025	OMNY: December 2025
	Railroad (Scheidt & Bachmann): Q2 2026	Railroad (Scheidt & Bachmann): Q2 2026
OMNY + RRNFPS Budget	\$772M	\$772M

NYCT New Fare Payment System (NFPS) / OMNY

The NYCT New Fare Payment System provides for the replacement of the MetroCard fare collection system used by New York City Transit and other non-MTA agencies, with a state-of-the-art contactless fare collection system. The new system was publicly announced in April 2019 branded as “One Metro New York” or “OMNY”. This is a multi-year design-build program being designed with open architecture, and it will be an account-based system that accepts open payments made with contactless credit and debit bank cards, as well as digital wallets in smartphones and watches (known as open loop media) at transit point-of-entry gates. The system will also accept certain MTA-issued cards (known as closed loop media) for fare payment and non-revenue access to MTA services.

The last report to the Capital Program Committee (CPC) for the NFPS/OMNY Program was May 20, 2024. Since that time, we have progressed to expanding OMNY service to all NYCT customers amongst all ridership classes, and we’ve implemented a new re-baselined schedule to reach Substantial Completion by the end of 2025. In the second half of 2024, over one million closed-loop Student OMNY cards were issued to New York City Public Schools and just earlier this year over one million closed-loop OMNY cards were mailed to Reduced Fare customers. Both Paratransit and Fair Fares customers are in the process of being converted over to OMNY, and this process is expected to be complete before the end of 2025. As a result of these efforts, OMNY growth continues steadily, with the system processing over 4 million taps on a given day, over 67% of NYCT customers across all ridership classes.

In May 2024, it was last reported that there were 70 Configurable Vending Machines (CVMs) installed at roughly 37 subway stations. There are now over 670 CVMs installed at over 320 NYCT stations, with installation of all 980 CVMs expected to be complete in the third quarter of 2025. The removal of existing legacy MetroCard vending equipment has also progressed and the program is on track to remove all MetroCard Vending Machines (MVMs) by the end of this year in line with the end of MetroCard sales. To date, roughly 40% of all public-facing MetroCard vending equipment has been removed from the system.

The OMNY program continues to operate as two integrated groups within MTA C&D: OMNY Delivery, which manages delivery of the OMNY capital project, and the OMNY Operations & Services team, which manages the day-to-day operations of the OMNY fare payment system. OMNY Delivery remains focused

MTA Board & Capital Program Committee Update
New Fare Payment Systems (NFPS) / OMNY
April 2025

on completing the design-build capital program and reaching Substantial Completion in 2025. OMNY Operations & Services continues to manage steady-state operations and maintenance as new features are launched and to manage the customer experience as new subscribers implement OMNY.

Current Status:

The NFPS program remains on budget.

- The Substantial Completion date for NYCT work remains December 2025, as reported last year. Deliverables expected in 2025 include completion of the CVM roll out, launch of the OMNY virtual card, and the launch of OMNY service for Nassau Inter-County Express (NICE) bus and Westchester County Bee-Line (WBL) bus service. JFK AirTrain, Roosevelt Island Tram, and Hudson Rail Link previously launched OMNY service in 2023 and 2024. JFK AirTrain is contracting directly with Cubic to procure upgraded OMNY-integrated fare gates.

Accomplishments since May 2024:

- Implementation of rebaselined schedule in September 2024
- Over 670 CVMs installed at over 320 NYCT stations
- Over 1000 legacy MetroCard vending machines removed (both MVMs and MEMs)
- Launch of Student OMNY cards for New York City students in September 2024
- Launch of Student OMNY cards for CUNY students in August 2024
- Launch of Fair Fares OMNY cards NYC DSS in February 2025
- Launch of OMNY service for NYCT Paratransit customers in December 2024
- Expanded partner implementation of pre-tax programs
- Implemented upgrades to the Customer Service Point of Sale (CSPOS) devices and to the Inventory Management System (IMS)
- Signed OMNY Subscriber Agreement with Nassau Inter-County Express Bus in December 2024
- Separate contracts executed between Cubic and NICE and WBL in March 2025 and April 2025, respectively.

Upcoming Major Activities:

- Complete installation of all 980 CVMs – 3Q2025
- Removal of all MetroCard Vending Machines throughout the subway system – 4Q2025
- Launch of OMNY service at Nassau Inter-County Express (NICE) Bus – 4Q2025
- Launch of OMNY service at Westchester County Bee-Line (WBL) Bus – 4Q2025
- Launch of OMNY virtual card pilot – 4Q2025
- Launch of OMNY Student virtual card pilot – 4Q2025
- Deployment of Business -to-Business (B2B) Portal enhancements – 4Q2025
- Implementation of MTA employee and retiree passes – 3/4Q2025

Major Program Risks:

- Vendor quality control issues present risk for planned software releases. Robust testing programs have been developed to ensure software defects are minimized.

MTA Board & Capital Program Committee Update
New Fare Payment Systems (NFPS) / OMNY
April 2025

- Delays in completing work to onboard NICE Bus and WBL Bus could impact Substantial Completion date. The vendor has been directed to conduct at-risk procurement of long lead items to avoid schedule delays.
- Final software testing (Revenue Service Acceptance Testing) could potentially be delayed into 2026 if overall system performance does not meet contractual standards. Cubic has been directed to conduct an architecture review to ensure that contractual system performance criteria is met.

Railroad New Fare Payment System (RRNFPS)

The Railroad New Fare Payment System (RRNFPS) provides a replacement of the existing legacy fare collection system at both the Long Island Rail Road (LIRR) and Metro-North Railroad (MNR) with an integrated modern fare collection solution consisting of new ticket vending (TVM) and ticket office machines (TOMs), back-office software, updated mobile ticketing application, and updated Onboard Sales and Validation Devices (OSVD). The future fare collection system at the Railroads was awarded to vendors with railroad experience at the May 2024 MTA Board meeting.

This is a multi-year design-build program designed with open architecture and being delivered by three main entities. Scheidt & Bachmann is delivering ticket vending machines and ticket office machines as well as a unified back-office software system; Masabi is implementing upgraded back-end features to the existing Train Time mobile ticketing application; and MTA IT will deliver back-office software testing environments and an upgraded On-board Sales and Validation Devices (OSVD) to be used by MTA conductors.

The last report to the Capital Program Committee (CPC) for the RRNFPS Program was May 20, 2024. Since that time, contracts were awarded to the vendors, and the scope of work has been finalized with MTA IT. A formal C&D project management team was created to oversee these contracts. Software development for the physical ticketing hardware and upgrades to Train Time are well underway and on track to hit the major contract milestones described below. Factory Acceptance Testing of the new vending machines as well as the start of an initial pilot program for these TVMs at LIRR and MNR are on track to begin before the end of the second quarter of 2025.

Current Status of the program:

The RRNFPS project is on schedule and on budget.

The projected completion date to install new vending machines and back-office software remains the second quarter of 2026 as originally planned when the contract was awarded last year.

Accomplishments since May 2024:

- Contracts awarded and kick-off meetings held with Scheidt & Bachmann and Masabi
- Finalized MTAIT scope of work for On-board Sales and Validation Devices
- Finalized hardware design with for TVM and TOMs
- Conducted First Article Inspection testing for TVMs and TOMs
- Completed site surveys at all LIRR and MNR stations

Upcoming Major Activities:

- Install test TVMs in the test lab at Grand Central Madison – May 2025
- Completion of TVM/TOM software development – May 2025

MTA Board & Capital Program Committee Update
New Fare Payment Systems (NFPS) / OMNY
April 2025

- Training for LIRR and MNR – May 2025
- Factory Acceptance Testing of TVMs – expected in May/June 2025
- TVM pilot program at select LIRR and MNR stations – June 2025
- Production installation of new TVMs at LIRR and MNR stations – June/July 2025
- MTA IT back-office infrastructure build complete – July 2025

Major Program Risks:

- Unknown utility conditions at MNR stations in Connecticut could result in unanticipated additional work. Site surveys are ongoing to better understand existing site conditions and to develop field mitigation plans.
- Limitations in force account resources may result in unanticipated night installations. Meetings are ongoing with the Railroads to determine resource availability. TVM installation may be staggered throughout multiple shifts to minimize night work performed by the contractor.

**April 2025
Capital Program Committee
Independent Engineering Consultant -
Project Review**

**Business Unit: Systems
MTA – OMNY/New Fare Payment System (NFPS)**

MTA – OMNY/NFPS

Scope

OMNY is a Design/Build project that is being deployed in phases ,aimed at replacing MTA’s fare system for Subway, Bus, and Commuter Railroads. The Contract was awarded to Cubic Transportation Systems in November 2017.

OMNY is an open-architecture, account-based system that will accepts contactless credit and debit cards, mobile payment, and MTA issued contactless cards.

Major project elements include:

- ▣ One central back-office clearing house for processing fares, managing the fare system and financial reconciliation and transaction settlement for Subway, Bus and Affiliates.
- ▣ Installation of OMNY validators at all Subway stations and on Buses.
- ▣ Roll out of Student Fare, Reduced Fare, Paratransit, Fair Fares and MTA One Pass Employee cards.
- ▣ OMNY integration with the My MTA app for trip planning.
- ▣ A fully integrated OMNY Revenue System (ORS).
- ▣ NYCT Configurable Vending Machines (CVM): Design, develop, furnish and installation.
- ▣ Removal of all legacy MetroCard Vending Machines (MVM) and MetroCard Express Machines (MEM).

Revised Scope

- ▣ MTA approved Change Order 32 at the May 2024 Board Meeting. This Change Order removed the commuter railroads (LIRR & MNR) from the contract, updated the remaining NYCT contract milestone dates and produced a rebaselined schedule.

MTA – OMNY/NFPS

Completed work

- ▣ The central back-office clearing house for processing OMNY transactions was completed in April 2019.
- ▣ Subway and Bus validator installations completed in December 2020.
- ▣ The Rolling Fare Cap was introduced in August 2023.
- ▣ Roosevelt Island Tram stations were integrated with OMNY in August 2023.
- ▣ The NYCT OMNY Revenue System (ORS) to support CVM revenue processing was completed in September 2023.
- ▣ JFK AirTrain (Phase 1) joined OMNY in October 2023.
- ▣ All 16 Hudson Rail Link Buses joined OMNY in January 2024.
- ▣ A pre-tax benefit transit provider pilot using the Business to Business (B2B) OMNY Web portal was launched in January 2024.
- ▣ Distribution of approximately 1.5M OMNY Student Fare cards (for NY City Department Of Education and City University of NY) was completed in September 2024.
- ▣ Delivery of 500,000 Fair Fares OMNY cards to the New York City Department of Social Services was completed in January 2025.
- ▣ Distribution of approximately 1.5M OMNY Reduced Fare cards was completed in February 2025.
- ▣ So far, 670 CVMs are In-service across 320 Stations. The remaining 310 CVMs will be installed by Q3 2025. To date, roughly 40% of the MetroCard vending equipment has been removed from the system.

MTA – OMNY/NFPS

Remaining key deliverables to reach Substantial Completion (SC) in December 2025

- ▣ Completion of CVMs installation.
- ▣ Completion of OMNY Paratransit cards.
- ▣ Implementation of MTA One Pass (serving as the MTA employee OMNY card).
- ▣ OMNY Mobile application – Software Development Kit (SDK) to be delivered for integration to My MTA App .
- ▣ Mobile Virtual card.
- ▣ Business-to-Business (B2B) portal enhancement.
- ▣ Replacement of Bus Validators brackets.
- ▣ Affiliates joining OMNY:
 - ▣ Westchester Bee-Line.
 - ▣ Nassau Inter County Express (NICE).
- ▣ Performing final Revenue Service Acceptance(RSAT) by Cubic.

MTA – OMNY/NFPS

Schedule

- ▣ The contractor's schedule, approved by C&D, forecasts Substantial Completion in December 2025.

The IEC agrees that Substantial Completion is achievable; however, it has identified one risk and three concerns in this report, and if they materialize, Substantial Completion could be delayed until the Q2 of 2026.

Budget

- ▣ The IEC's EAC for OMNY, excluding the Railroads new fare payment system, is \$662M.

After reviewing and conducting detailed analysis of the budget, the IEC has determined that there is sufficient funding to complete the OMNY project.

MTA – OMNY/NFPS

Top Risks and Mitigations

- Risk: Delays in completing the 90-day final Revenue Service Acceptance Test (RSAT)—which must be performed by Cubic and approved by the MTA—could impact the Substantial Completion date, due to Cubic’s insufficient staffing and existing software defects
 - Mitigations: C&D upper management is meeting regularly with Cubic upper management to ensure timely completion of Substantial Completion.
 - Cubic will take a proactive approach in resolving software and hardware issues before starting RSAT.

IEC concurs with the above mitigations.

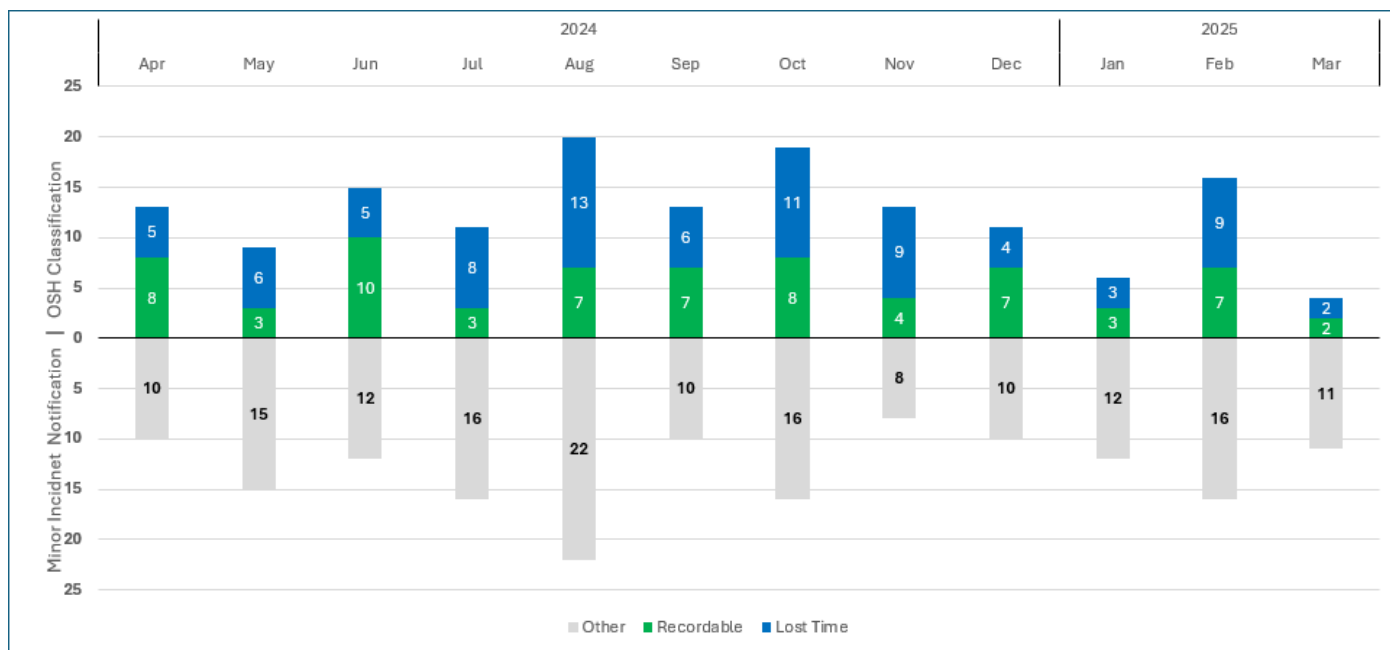
Concerns

- The coin recirculating system is not functioning as specified in the contract, as it is unable to dispense dimes as change. Cubic is working to resolve the defect by Q4 2025.
- Delays in integration of affiliates -- Nassau Inter-County Express (NICE) and Westchester County Bee-Line Bus -- with OMNY system.
 - Mitigations: As required, each affiliate executed a contract with Cubic in mid-April 2025 to implement the OMNY system by Q4 2025.
 - The MTA directed Cubic to proceed with at-risk procurement to purchase long-lead hardware prior to the affiliates' execution of their contracts.
- Delay in MTA One Pass implementation due to coordination with MTA Security department and integration with MTA physical access, timekeeping, PeopleSoft and OMNY systems.
 - Mitigation: The MTA Headquarters assigned the Strategic Initiatives Department to coordinate and accelerate these efforts.

MTA – OMNY/NFPS

Observation

- The replacement of more robust Bus Validator brackets to prevent cracking has been resolved. A settlement was reached with Cubic to upgrade all brackets to a hardened version by Q4 2025, with the MTA paying \$4.5M for the change.



Lost Time – A work-related incident (injury or illness) to an employee that results in a loss of productive work time, and the employee is unable to perform regular job duties.
Recordable - An injury or illness that results in restricted work or transfer to another job, medical treatment beyond first aid, or a loss of consciousness.
Other: A combination of minor first-aid, medical events, and incidents notification-only.

SAFETY NARRATIVE

APRIL UPDATE:

- 15 safety events were reported in March 2025, including:
 - Two (2) lost time incidents,
 - Two (2) recordable incidents.
- The reported lost time incidents in March 2025 decreased by seven incidents compared to February 2025.
- The top lost-time and recordable incident types for March 2025 were Struck by/Against (50%), Caught Between (25%), and Other (25%).
- SERIOUS INCIDENTS: None**

YEAR-TO-DATE TRENDS:

- LOST TIME INCIDENT TRENDS:** 14 Lost Time incidents have been reported YTD (through March 31, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (50%), Slip, Trip, Fall (21%), Caught Between (21%) and Strain/Sprain (7%). A seven-incident decrease was reported in Lost Time incidents from the previous month.
- RECORDABLE INCIDENT TRENDS:** 12 Recordable incidents have been reported YTD (through March 31, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (58%) & Caught In Between (33%). There was a five-incident decrease in the reported recordable incidents from the previous month.
- SERIOUS INCIDENTS: None**

INSPECTIONS & AUDITS: Active Capital Projects for March – 211 Projects with 363 Sub-Projects

- MARCH INSPECTIONS:**
 - INTERNAL – 245**
 - EXTERNAL – 828** (82 Third-Party Safety Consultants; 746 OCIP Visits)
- YTD TOTAL # OF INSPECTIONS:**
 - INTERNAL – 771**
 - EXTERNAL – 2473** (234 Third-Party Safety Consultants; 2239 OCIP Visits)
- MARCH NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Fall Protection, Stairs/Ladders, Maintenance and Protection of Traffic (MPT), Supervision/Organization, Barricades/Enclosures, Industrial Hygiene, Motor Vehicle/Heavy Equipment.

- **MARCH POSITIVE OBSERVATION(S)**—Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Stairs/Ladders, Maintenance and Protection of Traffic (MPT), Tools (Hand & Power), Motor Vehicle/Heavy Equipment, Fall Protection, and Industrial Hygiene.
- **INVESTIGATIONS (SERIOUS INJURY):**
 - Number of investigations for MARCH— None

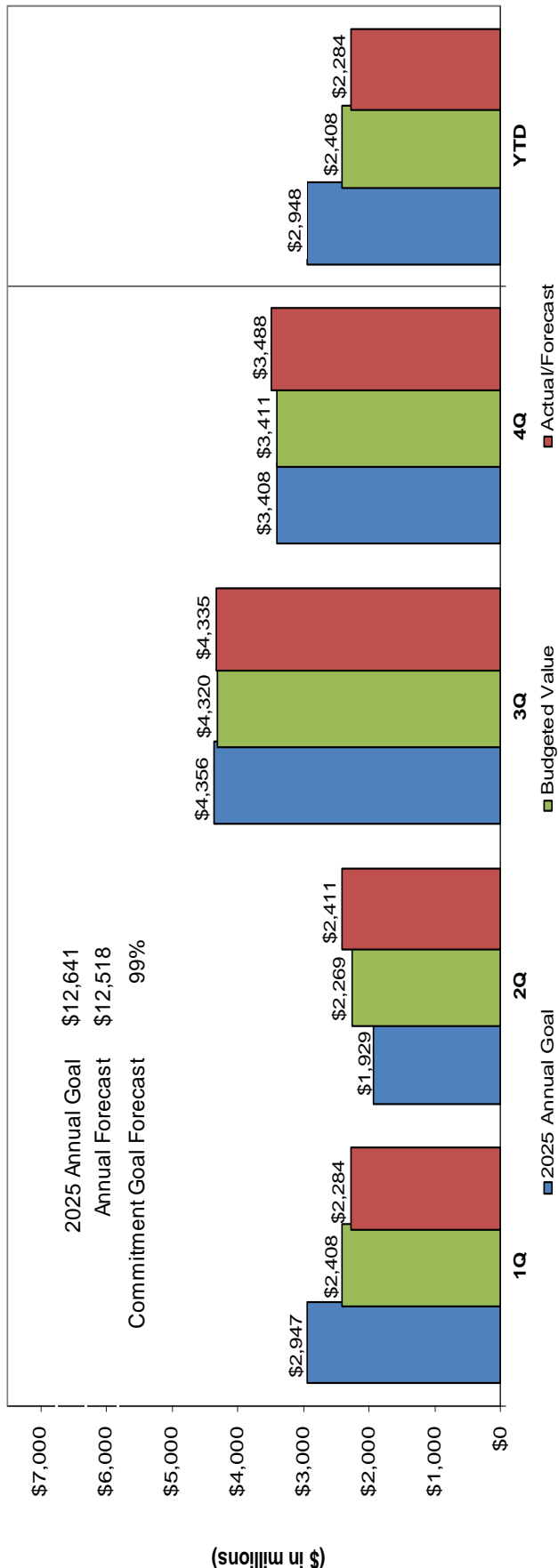
MTA C&D STRATEGIC INITIATIVES:

- C&D Safety, in partnership with the Delivery Service Office (DSO), has made significant progress and continues enhancing by adding a safety reporting portal to the C&D Project Performance Portal (PPP). This enhancement provides users with valuable, real-time insights into reported incidents across various C&D projects. Additional KPI's, such as project safety assessment information, is being finalized and will be available. These continual updates will further strengthen our commitment to safety and continuous improvement.
- C&D Safety has successfully embraced the mobile safety inspection application from our OCIP Safety program vendor. We are committed to addressing all concerns our dedicated field and office users raise in partnership with the vendor. Our pursuit of excellence shines through in our bi-weekly meetings with various safety teams, where we diligently review the platform's performance and explore necessary updates and enhancements.
 - C&D Safety continues working with the vendor to explore expanding the platform to include safety inspections by the C&D project management team, the Project CEO, and the safety teams of our design builders.
 - In addition to the above initiative, we are looking into other temporary solutions like Power Apps to provide alternative access to our Project Management Teams (PMT) and General Contractors (GC) for future contracts to obtain safety stats at all levels of our projects.
- C&D Emergency Management is working with the C&D project team to plan the next Tabletop Exercise. CD remains committed to building a resilient emergency management system that will empower MTA stakeholders, enhance coordination, and inspire more efficient operations. Preparations are underway for the next exercise, focusing on scenarios relevant to MTA Capital Project sites.
- C&D continues to enhance staff safety training, updating policies to align with the new Safety Management System (SMS) and OSHA standards, including Site Safety Training (SST). Training programs to enhance safety training, e.g., OSHA 30, Hearing and Respiratory Conservation programs, and the SST modules, continue to be built and recorded. These will begin the employee training program and further support other program initiatives to enhance the C&D Safety culture throughout.
- C&D Security continues a collaborative initiative with all MTA Security departments to establish streamlined processes for every Construction and Development (C&D) contract and MTA operating agency.
 - C&D Security has completed drafts of our agency's Workplace Violence Prevention Program (Policy Statement, Program, and Procedure). We have finished internal reviews and are working on the following steps to finalize a draft.
 - C&D Security is focused on establishing a foundational presence by creating policies and procedures. Our initiatives include integrating security into existing procedures and developing Security Memorandums and Awareness Messages to improve security awareness and posture within the C&D community significantly.
- C&D is continuing its work with Corporate Quality on ISO 45001 certification. Projects were identified for Corporate Quality to begin performing independent audits as required prior to the upcoming Stage 1 audit. C&D has also started to schedule and conduct compliance audits of the safety requirements of the Division 1 safety specifications. Additionally, C&D continues collaborating with AECOM to finalize the rollout phase, ensuring our practices align with current contracts. The safety program's overall policy is being finalized for the C&D President's review and approval to commence the interim program and begin the certification process.
- C&D continues proactively providing safety communication with our staff through the established monthly Safety Zone newsletter, the quarterly Safety Digest, and interactive Safety Moment presentations. C&D Safety has commenced drafting routine safety advisories, alerts, and bulletins tailored to working in the operating agencies. This initiative plays a significant role in ensuring that our teams are well-informed about important safety information and best practices while also promoting a collaborative culture of safety throughout the organization and striving for continuous improvement in our safety culture.

MTA Capital Program Commitments & Completions through March 31, 2025

Capital Projects – Commitments – March 2025

MTA-wide 2025 Commitments



Annual Goals: Dollar and time-based programmatic milestones for the commitment of contracts established at the start of each year and which are achievable during the year.

Actuals: The value of the goals and any additional unplanned commitments as they are achieved during the year.

Forecasts: The updated estimates by quarter for remaining goals as well as any unplanned commitments that might occur during the year.

Budget: The budgeted value assumed in the capital program for the Actual and Forecasted commitments being tracked during the year.

Commitments Summary

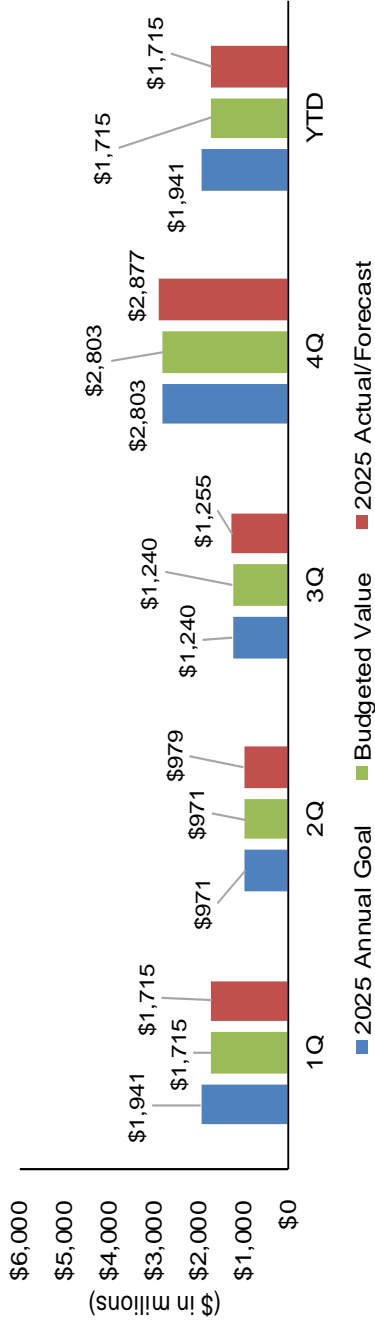
In 2025, the MTA plans to commit \$12.6 Billion worth of capital projects. Through March, the MTA has committed \$2,284 Million, which includes the award of an R211 subway fleet option for NYCT (\$1,390 Million) and the LIRR's dual mode locomotive purchase (\$130 Million). In 2025 the MTA has proposed tracking 40 "major" commitments across the agencies including 18 major commitments at NYCT, 9 at the LIRR, 3 at MNR, 6 at Expansion and 4 at B&T. These major commitments total nearly \$9.2 Billion (73% of the overall commitment plan's value). At the end of each quarter in 2025, any schedule variances will be reported on the following pages.

Thru March, \$2,284 Million has been committed against the \$2,948 Million YTD goal. This variance is primarily driven by commitment delays in several key areas, notably NYCT Power (\$89.2M), the MNR Track Program (\$100.5M), and Support Cost for the PSA Dual-Mode Locomotives (\$73.5M), all of which remain forecasted for commitment within 2025.

NYCT/MTA Bus Capital Projects – Commitments – March 2025 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,941	\$971	\$1,240	\$2,803	\$1,941
2025 Actual/Forecast	\$1,715	\$979	\$1,255	\$2,877	\$1,715
Budgeted Value	\$1,715	\$971	\$1,240	\$2,803	\$1,715



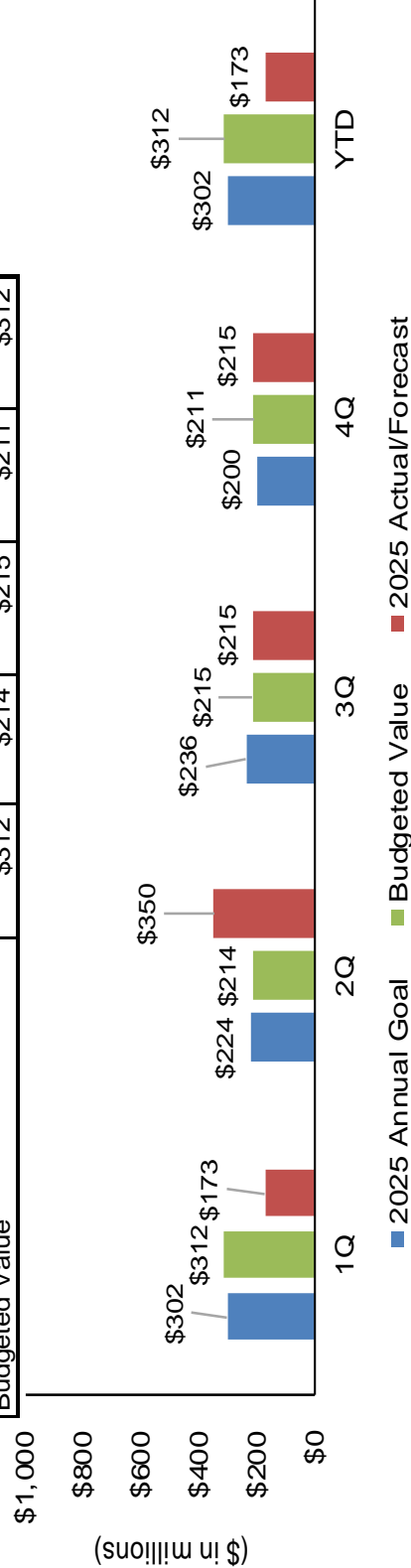
Schedule Variances

Project	Commitment	Goal	Actual(A)
1 NYCT/MTA Bus Amber Commitments (1 new this quarter)			
<i>Traction Power</i>			
Rehabilitation of 5 CBHs - Various Locations (New Item)	Construction	Mar-25	May-25
	\$	89.2	\$ 89.2
Change in schedule reflects a revised bid opening date which results in a reforecast award date from March to May.			

LIRR Capital Projects – Commitments – March 2025 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data					
2025 Annual Goal	\$302	\$224	\$236	\$200	\$302
2025 Actual/Forecast	\$173	\$350	\$215	\$215	\$173
Budgeted Value	\$312	\$214	\$215	\$211	\$312



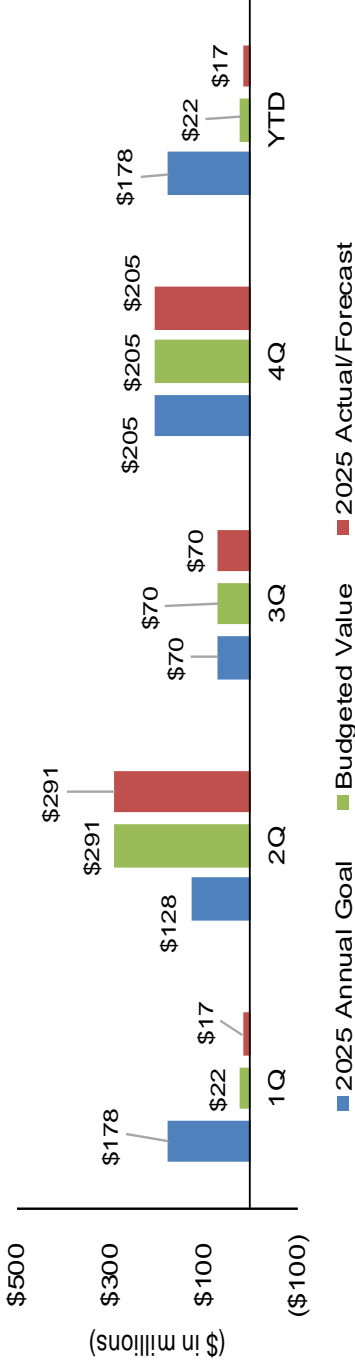
Schedule Variances

There are no major schedule slippages to report for the Long Island Rail Road.

MNR Capital Projects – Commitments – March 2025 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$178	\$128	\$70	\$205	\$178
2025 Actual/Forecast	\$17	\$291	\$70	\$205	\$17
Budgeted Value	\$22	\$291	\$70	\$205	\$22



Schedule Variances

Project	Commitment	Goal	Forecast
---------	------------	------	----------

1 Metro-North Amber Commitments (1 new this quarter)

Amber delays are within 2 months of goal.

Track & Structures

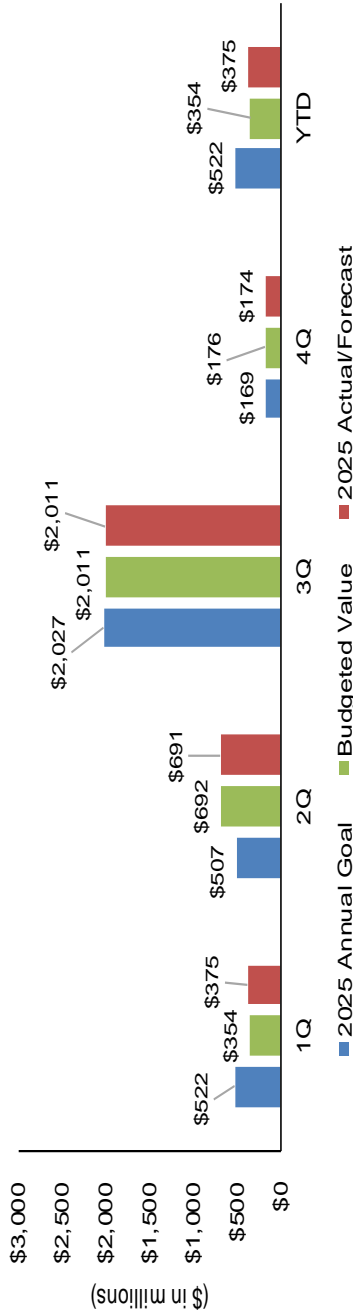
2025 Cyclical Track (New Item)	Construction	Feb-25	Apr-25
---------------------------------------	--------------	--------	--------

		\$	55.0	\$	55.0
Metro-North's annual cyclical track program is scheduled to begin in the 2nd quarter. The commitment of funding has been delayed to April in order to coordinate the commitment of funding with the actual start of work.					

MTA Network Expansion Projects – Commitments – March 2025 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$522	\$507	\$2,027	\$169	\$522
2025 Actual/Forecast	\$375	\$691	\$2,011	\$174	\$375
Budgeted Value	\$354	\$692	\$2,011	\$176	\$354

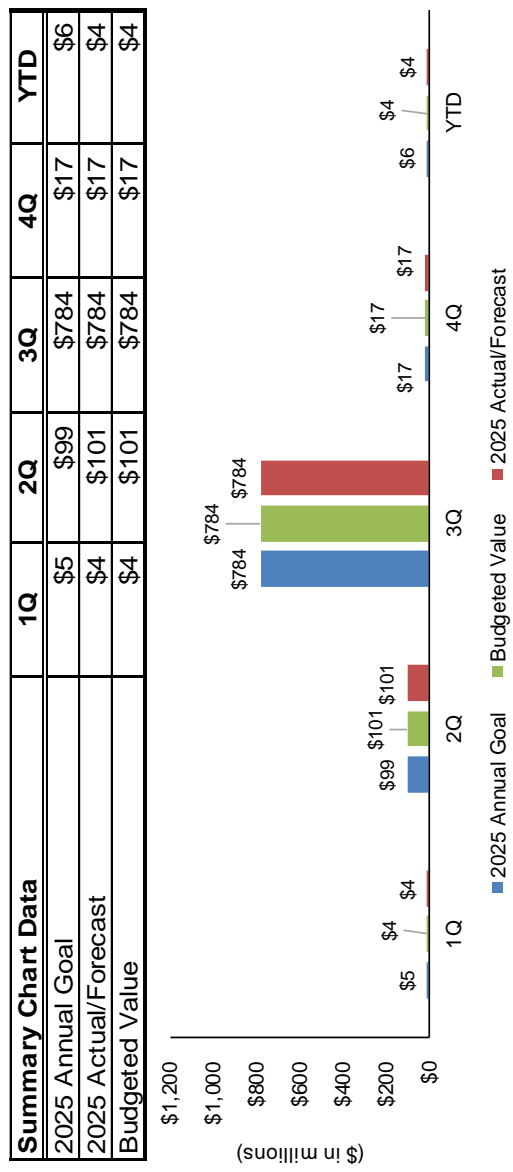


Schedule Variances

There are no major schedule slippages to report for Network Expansion.

B&T Capital Projects – Commitments – March 2025 – Budget Analysis and Schedule Variances

B&T Budget Analysis



Schedule Variances

There are no major schedule slippages to report for the MTA Bridges & Tunnels.

Capital Projects – Completions – March 2025

Forecast	MTA-wide 2025 Major Completions												Post 2025
	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	
Goal	3	2	2	4	1	6	4	2	1	5	1	12	1
Total	44												
Jan-25	2												
Feb-25	3	2											
Mar-25	3		1			1							
Apr-25	4			4									
May-25	1				1								
Jun-25	7					5		1					
Jul-25	4						3	1					
Aug-25	0												
Sep-25	1								1				
Oct-25	6									5			
Nov-25	1										1		
Dec-25	12											12	

BLUE = Actual/Forecast earlier than Goal
 GREEN = Actual/Forecast matches Goal
 AMBER = Actual/Forecast within 2 months of Goal
 RED = Actual/Forecast beyond 2 months of Goal

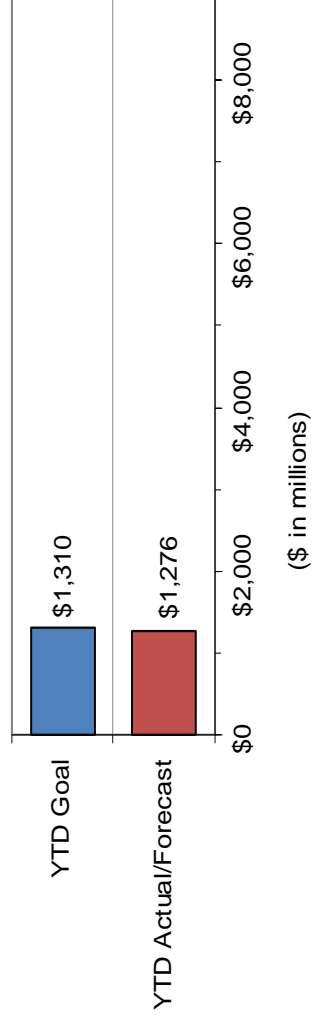
Completions Summary

In 2025, the MTA plans to complete \$9.1 Billion of projects. 44 major completions will be tracked throughout the year. Major completions include 21 for NYCT, 10 for the LIRR, 5 for Metro-North, 5 for MTA Bus, 1 for Network Expansion, and 2 for B&T.

Through March, the MTA has completed \$1,276 Million versus its annual year-to-date goal of \$1,310 Million. This result includes the completion of ADA station work at NYCT's 14th Street complex (\$296 Million) and CBTC Queens Blvd. West Phase 1. There are five major completions with delays for NYCT. All are highlighted on the following page. One project, ADA Package 4, has a completion delayed until early 2026, contributing to the year-end forecast shortfall.

Budget Analysis

2025 Annual Goal \$9,084
 Annual Forecast \$8,881
 Completion Goal Forecast 98%

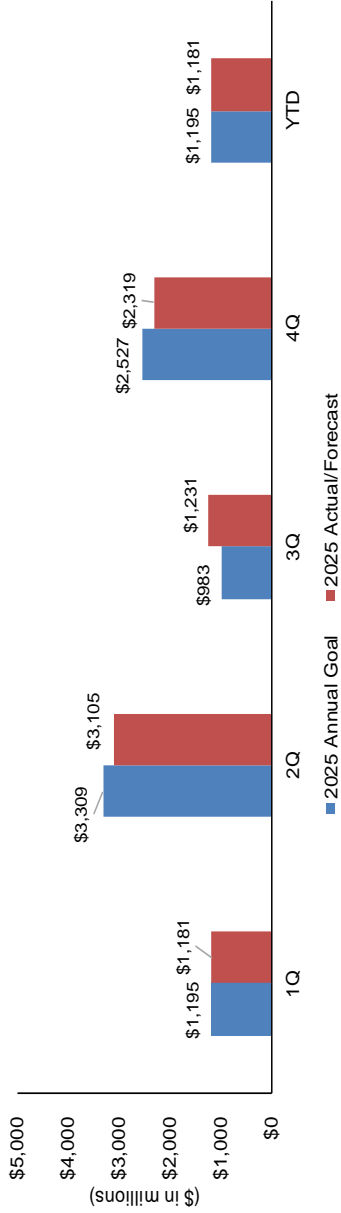


NYCT/MTA Bus Capital Projects – Completions – March 2025 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$1,195
2025 Actual/Forecast	\$1,181	\$3,105	\$1,231	\$2,319	\$1,181

2025 Goal (Rolling Stock)	\$120	\$1,485	\$0	\$0	\$120
2025 Actual/Forecast (Rolling Stock)	\$120	\$1,485	\$0	\$0	\$163



Schedule Variances

Project	Completion	Goal	Act./Forec.
---------	------------	------	-------------

3 NYCT/MTA Bus Red Completions (2 new this month)

Red delays are beyond 2 months of goal.

Stations				
ADA: 149 St Complex & Tremont	Construction	Mar-25	Jul-25	
Av		\$ 163.0	\$ 166.0	
Change in schedule due to unforeseen electrical distribution protection needs at the 149th St-Grand Concourse station complex.				
ADA Package 4 (New Item)				
	Construction	Oct-25	Jan-26	
Change in schedule due to coordination with Con Edison on cable work at the 137th St City College station.				
		\$ 220.6	\$ 220.6	

MTA Bus

Storeroom Expansion - LaGuardia (New Item)				
	Construction	Mar-25	Jun-25	
		\$ 7.6	\$ 7.6	
The contractor/subcontractor has encountered a manpower shortage issue, which has resulted in a project delay.				

2 NYCT/MTA Bus Amber Completions

Amber delays are within 2 months of goal.

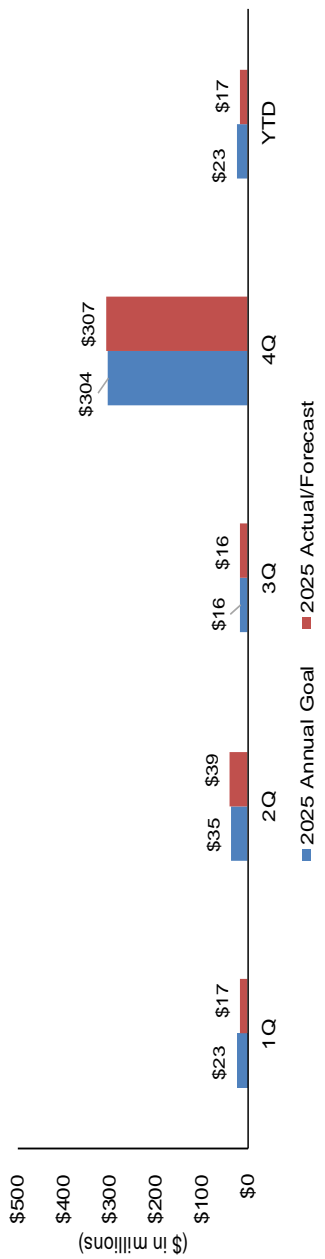
Stations				
Jamaica Station Renewals	Construction	Jun-25	Aug-25	
		\$ 170.8	\$ 170.9	
Change in schedule due to necessary scope modifications at Cypress Hills station related to the construction of the track lubrication room.				
ADA and Renewal: Borough Hall				
	Construction	Jul-25	Aug-25	
		\$ 161.2	\$ 161.3	
Change in schedule due to the delayed delivery of the Automatic Transfer Switch for the elevator machine room.				

LIRR Capital Projects – Completions – March 2025 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$23	\$35	\$16	\$304	\$23	
2025 Actual/Forecast	\$17	\$39	\$16	\$307	\$17	

2025 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0	\$0



Schedule Variances

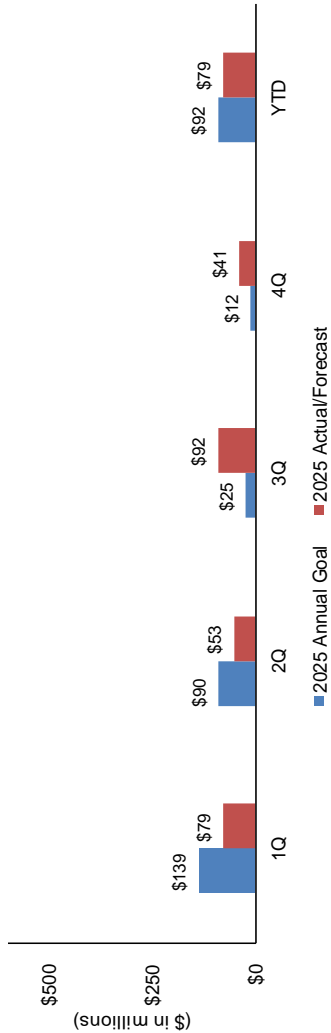
There are no major schedule slippages to report for the Long Island Rail Road.

MNR Capital Projects – Completions – March 2025 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$92
2025 Actual/Forecast	\$79	\$53	\$92	\$41	\$79

2025 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



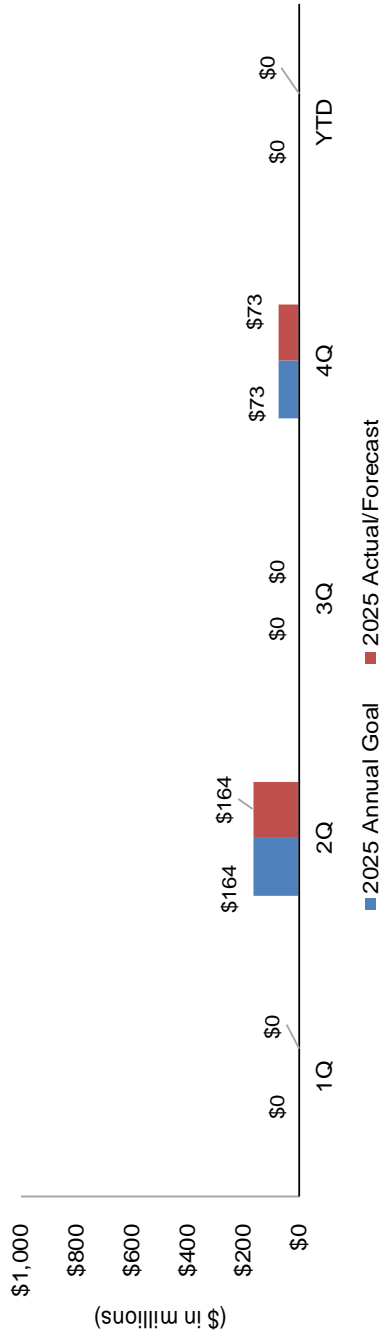
Schedule Variances

There are no major schedule slippages to report for Metro-North Railroad.

MTA Network Expansion Projects – Completions – March 2025 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2025 Annual Goal		\$0	\$164	\$0	\$73	\$0
2025 Actual/Forecast		\$0	\$164	\$0	\$73	\$0



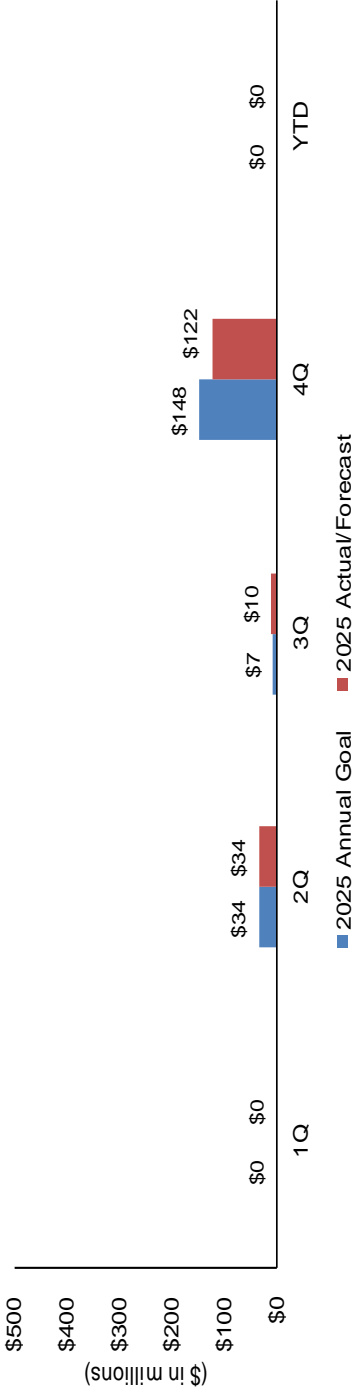
Schedule Variances

There are no major schedule slippages to report for Network Expansion.

B&T Capital Projects – Completions – March 2025 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data					
2025 Annual Goal	1Q	2Q	3Q	4Q	YTD
2025 Actual/Forecast	\$0	\$34	\$7	\$148	\$0
	\$0	\$34	\$10	\$122	\$0

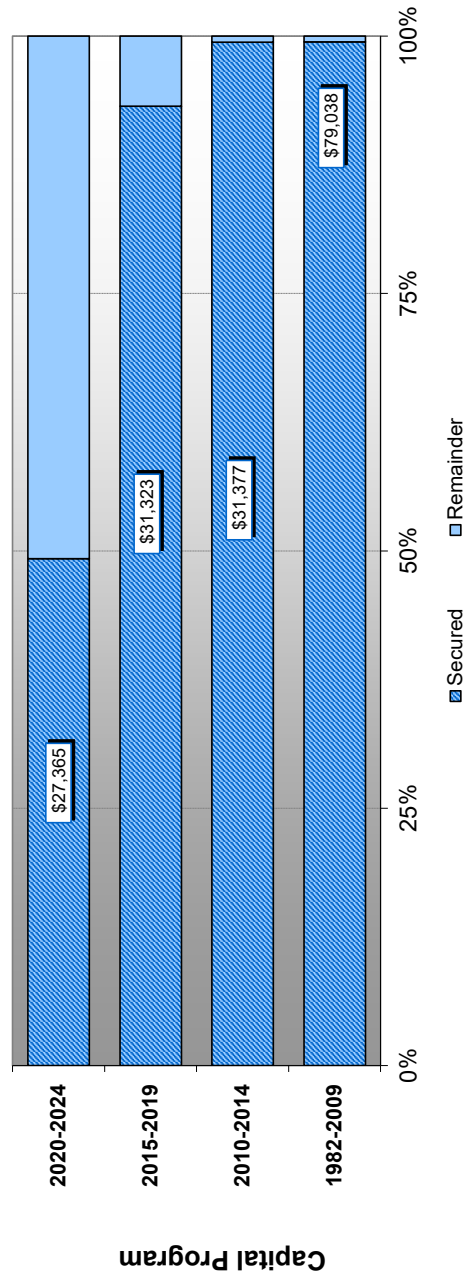


Schedule Variances

There are no major schedule slippages to report for MTA Bridges and Tunnels.

Status of MTA Capital Program Funding

Capital Funding (March 2025)
\$ in millions



Federal funds are recognized as "Secured" after they are available to MTA pursuant to an executed grant agreement or a full funding grant agreement. Bond proceeds and State funding are recognized at the time of their receipt. City funds are recognized as "Secured" after they are available to MTA pursuant to an executed letter agreement. Amounts listed under "Secured" may not have been fully received by MTA as of the date of this report.

Capital Funding Detail (March 2025)

\$ in millions

	<u>Funding Plan</u>	<u>Secured*</u>	<u>Secured to date</u>	<u>Remainder</u>
	<u>Current</u>	<u>Thru February</u> <u>March</u>	<u>Secured to date</u>	<u>Remainder</u>
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,841	\$5,790	\$5,790	\$51
Federal High Speed Rail	173	173	173	-
Federal New Start	1,271	1,271	1,271	-
Federal Security	89	89	89	-
Federal RRIF Loan	-	-	-	-
City Capital Funds	528	524	524	4
City Asset Sales	195	84	84	110
State Assistance	770	770	770	-
MTA Bus Federal and City Match	132	113	113	19
MTA Bonds	11,654	11,654	11,654	-
Other (Including Operating to Capital)	1,261	1,261	1,261	-
B&T Bonds	1,975	1,975	1,975	-
Hurricane Sandy Recovery	6,677	6,677	6,677	0
<i>Insurance Proceeds/Federal Reimbursement</i>				
PAYGO	18	18	18	-
<i>Sandy Recovery MTA Bonds</i>				
658	658	658	658	-
<i>Sandy Recovery B&T Bonds & Cash</i>				
318	318	318	318	-
Total	31,561	31,377	31,377	184

	<u>Funding Plan</u>	<u>Secured*</u>	<u>Secured to date</u>	<u>Remainder</u>
	<u>Current</u>	<u>Thru February</u> <u>March</u>	<u>Secured to date</u>	<u>Remainder</u>
2015-2019 Program				
Federal Formula	\$4,706	\$4,706	\$4,706	\$ -
Federal Flex & Other (Incl HSR/Security/Core Capacity)	649	628	628	20
Federal New Start	1,400	1,400	1,400	-
State Assistance	9,118	8,248	8,248	871
City Capital Funds	2,092	2,066	2,066	27
City Non-Tax Levy Revenue Sources	600	-	-	600
MTA Bonds	9,098	9,098	9,098	-
Asset Sales/Leases	906	326	326	581
Pay-as-you-go (PAYGO)	2,105	2,105	2,105	-
Other	267	70	70	197
B&T Bonds & PAYGO/Asset Sale	2,677	2,677	2,677	-
Total	33,619	31,323	31,323	2,295

	<u>Funding Plan</u>	<u>Secured*</u>	<u>Secured to date</u>	<u>Remainder</u>
	<u>Current</u>	<u>Thru February</u> <u>March</u>	<u>Secured to date</u>	<u>Remainder</u>
2020-2024 Program**				
Capital from Central Business District Tolling	\$15,000	\$500	\$500	\$14,500
Capital from New Revenue Sources	10,000	5,604	5,604	4,396
MTA Bonds and PAYGO	7,385	723	365	6,297 a
Other Contribution	589	-	-	589
Federal Formula	9,921	10,615	10,615	(694)
State of New York	3,169	811	1,211	1,958 b
City of New York	3,007	3,031	3,031	(24)
Federal New Start (SAS Ph2)	2,005	2,005	2,005	-
Federal Flexible & Other	1,161	2,563	2,563	(1,402)
B&T Bonds	3,327	748	748	2,579
Total	55,563	26,600	27,365	28,198

a) Receipt of \$365m in TBTA PMT Bond Anticipation Notes for Transit and Commuter Rail projects in the 2020-2024 Capital Program.

b) Receipt of \$400m in State capital funds for Transit and Commuter Rail projects in the 2020-2024 Capital Program.

*Federal funds are recognized as "Secured" after they are available to MTA pursuant to an executed grant agreement or a full funding grant agreement. Bond proceeds and State funding are recognized at the time of their receipt. City funds are recognized as "Secured" after they are available to MTA pursuant to an executed letter agreement. Amounts listed under "Secured" may not have been fully received by MTA as of the date of this report.

**As noted in prior receipt reports: the 2020-2024 Capital Programs letter amendment was approved in December 2024. Federal Formula, City capital and Federal Other (Receipt of FRA funds for PSA post Plan approval) plan values will be updated to reflect in the next full plan amendment.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE APRIL 2025

PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$ 27.2 M.

Staff Summary

Page 1 of 1

Subject Request Authorization for Several Procurement Actions					
Contracts Department Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	4/28/25	X		
2	Board	4/30/25	X		

Date: April 22, 2025			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award several procurement actions and to inform the Capital Program Committee of these procurement actions.

Discussion

MTA Construction & Development proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
F. Personal Service Contracts	2	\$	10,803,639
J. Modifications to Miscellaneous Procurement Contracts	1	\$	7,696,020
SUBTOTAL	3	\$	18,499,659

MTA Construction & Development proposes to award Ratifications in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	2	\$	8,680,000
SUBTOTAL	2	\$	8,680,000
TOTAL	5	\$	27,179,659

Budget Impact

The approval of these procurement actions will obligate capital and operating funds in the amounts listed. Funds are available in the operating and capital program budgets for this purpose.

Recommendation

That the procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 559, 2879, 1209 and 1265-a of the Public Authorities Law and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Service Contract Procurement Guidelines and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

APRIL 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 1. | Atlas ATC Engineering Inc.
Contract No. D81709 | \$6,407,607 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for special inspection and testing services.

- | | | | |
|-----------|--|--------------------|--------------------------------------|
| 2. | Nordic Signals Consulting Aps
Contract No. S81714 | \$4,396,032 | <u>Staff Summary Attached</u> |
|-----------|--|--------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for consultant services to support New York City Transit's Communication-Based Train Control Signal Modernization Program.

J. Modification to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 3. | Cubic Transportation Systems
Contract No. A34024 | \$7,696,020 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction & Development requests Board approval of a modification to provide additional capabilities to the existing OMNY point-of-sale network and reduced fare and paratransit functions and technical support for these enhancements through July 31, 2030.

Staff Summary

Schedule F: Personal Service Contracts

Page 1 of 2

Item Number		1			
Department, Department Head Name:					
Delivery Services, John Sucharski, Senior Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	4/28/25	X		
2	Board	4/30/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Atlas ATC Engineering Inc	D81709
Description	
Special Inspection and Testing Services	
Total Amount	
\$6,407,607	
Contract Term (including Options, if any)	
48 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction & Development ("C&D") requests Board approval to award a publicly advertised and competitively solicited contract for special inspection and testing services (the "Contract") to Atlas ATC Engineering Inc. ("Atlas") in the not-to-exceed amount of \$6,407,607 for a duration of 48 months.

DISCUSSION

C&D utilizes third party inspection and testing companies to perform the special inspections and tests required by the New York State Building Code, the American Society for Testing and Materials and in accordance with other standards and requirements contained in C&D Contracts. A Request for Proposals for the Contract was publicly advertised resulting in the submission of proposals from 15 firms.

The proposals were evaluated via a one-step qualifications-based procurement process required by the Brooks Act for federally funded engineering services contracts. Under the Brooks Act, contracts are negotiated with the firm that is determined to be the most technically qualified by the selection committee based on established evaluation criteria. Price is not a consideration in the selection or ranking of the firm. The selection committee, consisting of representatives from C&D Delivery and Contracts, evaluated the proposals utilizing the following pre-established selection criteria: experience and availability of project team/key personnel, management approach, technical work proposed and plan of approach, qualifications of firm and experience in relevant areas, and other relevant matters.

After evaluating the technical proposals, the selection committee voted to shortlist the following firms for oral presentations: Atlas, CNS Inspection Services LLC ("CNS"), CSA-MP Joint Venture ("CSA-MP"), Distinct Engineering Solutions, Inc., JCPL Engineering LLC, Tectonic Engineering Consultant, Geologist & Land Survey, D.P.C. ("Tectonic"), Twin Peaks Incorporated and Universal Testing & Inspection Services, Inc. The remaining seven firms were not shortlisted, as it was determined that these proposals either did not identify key personnel with necessary qualifications, lacked sufficient detail concerning firm experience and capabilities or did not show a clear plan for budgeting, management and/or communication concerning the work.

Based on the technical proposal and oral presentations given by the short-listed firms, the selection committee determined that Atlas was the most technically qualified and recommended Atlas for negotiations. Atlas proposed an experienced team

with immediate availability and a management approach to increase efficiency, effectiveness, and quality control by utilizing various cloud-based document and contract management systems. Atlas' technical proposal and oral presentation also identified workable solutions to a number of potential challenges that gave the selection committee confidence in Atlas's ability to successfully perform the work.

Atlas' initial cost proposal was \$7,227,739.28. Negotiations were conducted focusing on the scope of work, hourly rates, adherence to the criteria timeline for deliverables, and fixed fee. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. After the negotiations concluded, Atlas submitted a Best and Final Offer ("BAFO") in the amount of \$6,407,607.

The selection committee unanimously recommended Atlas for award. The selection committee determined that Atlas provided the best overall value to the MTA given the quality of Atlas' technical proposal and final pricing. The firm and its proposed team have extensive experience performing similar work and Atlas' technical proposal detailed a management approach that complements the scope, deliverables and mitigates schedule delays. Based on the foregoing, Atlas' BAFO of \$6,407,607 is considered fair and reasonable.

M/W/DBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established a DBE goal of 22.5% for Contract No. D81709. Atlas has submitted a DBE utilization plan that meets the DBE goal requirement. Atlas has not recently completed any MTA contract with goals; therefore, no assessment of its DBE performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract is included in the NYCT portion of the MTA's 2020-2024 Capital Program.

ALTERNATIVES

None recommended. Currently, MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.

Staff Summary

Schedule F: Personal Service Contracts

Page 1 of 2

Item Number	2				
Department, Department Head Name:					
Signals & Train Control, Gregoire Sulmont, Senior Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	4/28/25	X		
2	Board	4/30/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contracts Numbers
Nordic Signals Consulting ApS	S81714
Description	
Consultant Services for New York City Transit's Subway Signal Modernization Program	
Total Amount	
\$4,396,032	
Contract Term (including Options, if any)	
3,200 hours per position (approximately 18 months)	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction & Development ("C&D") requests Board approval to award to Nordic Signals Consulting ApS ("Nordic") a publicly advertised and competitively solicited contract (the "Contract") for consultant services to support New York City Transit's ("NYCT") Communication-Based Train Control ("CBTC") Signal Modernization Program, in a not to exceed amount of \$4,396,032 and for a duration of approximately 18 months.

DISCUSSION

C&D is modernizing NYCT's signal system by deploying CBTC across various subway lines to improve safety and performance. A Technical and Program Oversight team is needed to implement consistent, system-wide strategies and initiatives. In order to build this team of professionals with appropriate CBTC knowledge and skills, C&D solicited proposals for each of the required positions by conducting a one-step Request for Proposal ("RFP"). Sixteen firms submitted proposals for some or all of these position, including sixteen resumes submitted for the position of Technical and Oversight Executive ("T&O Exec."), fifteen resumes submitted for the position of Manager – Performance Implementation ("Performance Manager"), twelve resumes for the position of Manager – Planning and Organization ("Planning Manager"), eleven resumes for the position of Manager – On Board Communication ("Communication Manager"), and nineteen resumes for the position of Safety Manager.

A selection committee, consisting of representatives from C&D Development, Delivery and Contracts evaluated the resumes received for each of the positions against the following pre-established criteria: relevant experience, relevant skills, stakeholder engagement, and other relevant matters.

After reviewing the resumes, the selection committee recommended conducting interviews with 15 candidates for the T&O Exec., Performance Manager, Planning Manager and Communications Manager from the following six firms: Nordic, CS Transportation Consulting LLC, DB ECO North America Inc., EGIS BLN USA Inc. ("DB ECO"), Parsons Transportation Group of NY, ("Parsons") and TY Lin Engineering and Architecture P.C. For the Safety Manager position the selection committee interviewed nine candidates from five firms: Nordic, Apital Inc., DB ECO, Mott MacDonald NY Inc., and Parsons. The candidates from the other proposing firms were not selected for interviews because the resumes proposed had less CBTC experience than those selected for interviews.

Following interviews, the selection committee selected the following firms to participate in negotiations: Nordic and Parsons for T&O Exec., Performance Manager and Communications Manager, Nordic and DB ECO for Planning Manager, and Nordic, Parsons and Apital for Safety Manager. These firms presented resumes that highlighted their proposed candidates' skills, demonstrated experience relevant to each respective position, and clearly articulated the candidates' efforts and success in deploying CBTC systems.

The selection committee then opened the price proposals for those firms short listed for negotiations. For T&O Exec., Nordic and Parsons were short listed for negotiation. Parsons was the lowest price proposal but subsequently withdrew its candidate for this position as the candidate was unable to relocate to New York. For Performance Manager, Nordic and Parsons were again short listed. Parsons was the lowest price proposal but subsequently withdrew its candidate as he was no longer available. For Planning Manager, Nordic and DB ECO were short listed and Nordic submitted the lowest price proposal. For Communication Manager, Nordic and Parsons were short listed and Nordic submitted the lowest price proposal. For Safety Manager, Nordic, Parsons and Apital were short listed and Nordic submitted the lowest price proposal. Negotiations focused on the scope of work, direct labor rates, fees and expenses.

Following negotiations, the firms were requested to submit Best and Final Offers ("BAFO"). Nordic submitted the only BAFO for T&O Exec. and Performance Manager, and the lowest BAFO for Planning Manager, Communication Manager and Safety Manager. In total, Nordic submitted BAFOs aggregating to \$4,396,032 for the five positions.

The selection committee unanimously recommended Nordic for award of the T&O Exec, Performance Manager, Planning Manager and Communication Manager and Safety Manager positions. Nordic provided the best overall value to the MTA given the relevant experience, skills and final pricing. Nordic's proposals and candidate interviews demonstrated extensive experience successfully deploying CBTC systems domestically and/or internationally and possessed significant skills collaborating with stakeholders to achieve milestones. Based on the foregoing, Nordic's BAFOs for these positions were determined to be fair and reasonable. Note that two additional positions for the Technical and Oversight team are being filled through two separate contracts at amounts that are below the threshold requiring Board approval.

M/W/DBE/SDVOB INFORMATION

Because this Contract is for the services of specifically identified professionals, the MTA Department of Diversity and Civil Rights has established 0% Minority-owned Business Enterprise, 0% Women-owned Business Enterprise and 0% Service-Disabled Veteran Owned Business goals for this Contract. Nordic has not recently completed any MTA contract with goals; therefore, no assessment of its MBE/WBE/SDVOB performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract is included in the NYCT portion of the MTA's 2020-2024 Capital Program.

ALTERNATIVES

None recommended. Currently, MTA lacks available in-house technical personnel to provide the technical services being provided under the Contract.

Staff Summary

Schedule J: Modifications to Miscellaneous Procurement Contracts

Page 1 of 1

Item Number: 3

Vendor Name (& Location) Cubic Transportation Systems (San Diego, CA)
Description New Fare Payment System
Contract Term (including Options, if any) Contract Term: November 1, 2017 – July 31, 2030 Optional Service Extensions: August 1, 2030 – July 31, 2040
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
A-34024	37
Original Amount:	
	\$ 553,827,839
Prior Modifications:	
	\$ 58,562,917
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 612,390,756
This Request:	
Base Scope:	\$ 5,500,000
Option 1:	\$ 1,098,010
Option 2:	\$ 1,098,010
Total:	\$ 7,696,020
% of This Request to Current Amount:	
	1.3%
% of Modifications (including This Request) to Original Amount:	
	12%

DISCUSSION:

Contract A-34024 provides for upgrading the New York City Transit ("NYCT") and the MTA Bus Company ("MTAB") fare payment to the new OMNY contactless payment system. MTA Construction & Development ("C&D") requests the Board's approval of a modification in the amount of \$5,500,000 to provide additional capabilities to the existing OMNY point-of-sale network and reduced fare and paratransit functions and technical support for these enhancements through July 31, 2030. The modification also includes two five-year options, for continued technical support for the enhancements, each in the amount not-to-exceed \$1,098,010 and exercisable at MTA's sole discretion. The total amount sought for this modification, including both options, is \$7,696,020.

Between 2021 and 2022, MTA added features to the OMNY system that allowed reduced fare customers to, among other things, use their own credit cards in addition to using MTA issued OMNY cards. During this time, the MTA also installed new OMNY devices, the Customer Service Point-of-Sale ("CS POS") computer devices, at NYCT offices and multiple customer service venues, which has now expanded to 21 customer service locations and NYCT training sites across the five boroughs.

Based on lessons from the introduction of these new features and field-testing of the new CS POS devices, NYCT requested software enhancements to the OMNY system. This Modification provides for those software enhancements, including: 1) development of new software to address the expansion of fare payment options for reduced fare customers; 2) additional reduced fare customer website self-service options; 3) improvements to CS POS devices and their user interfaces, and the Inventory Management System which, among other things, allows NYCT to track and manage OMNY cards; 4) improvements to the interfaces between the MTA's various legacy systems for reduced fare and paratransit programs and databases with OMNY's Inventory Management System and "Business-2-Business" portal to better monitor business customer usage and improve program administration; 5) updates to the OMNY website to provide additional details related to a customer's Access-A-Ride trip history; and, 6) enhanced reporting.

Cubic submitted a proposal for this Modification in the amount of \$5,900,881.34. Negotiations yielded an agreed upon price of \$5,500,000, which is considered to be fair and reasonable.

This Modification will be funded with \$4,618,536.96 in Capital Funds and \$881,463.04 in Operating Funds to pay for technical support through July 31, 2030. Negotiations also yielded an agreed upon price for two five-year options for Extended Technical Support from 2030 to 2040 in the amount not to exceed \$1,098,009.60 which will be funded from Operating Funds if and when exercised.

APRIL 2025

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for all items requiring Board approval.)

- | | | | |
|----|---|--------------------|--------------------------------------|
| 4. | Siemens Industry, Inc.
Contract S48004-1 | \$5,750,000 | <u>Staff Summary Attached</u> |
|----|---|--------------------|--------------------------------------|

MTA Construction and Development requests that the Board ratify a modification to provide a database validation tool, a cloud-based ATS expandability tool, and multiple changes to the carborne controller software to improve Communications-Based Train Control system performance and reliability.

- | | | | |
|----|--|--------------------|--------------------------------------|
| 5. | Restani-ASW JV, LLC
Contract VN-81X | \$2,930,000 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

MTA Construction and Development requests that the Board ratify a modification to furnish and install temporary structural shoring to the underside portions of the Belt Parkway Ramp of the Verrazzano-Narrows Bridge.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 2

Item Number: 4

Vendor Name (& Location) Siemens Industry, Inc. (New York, NY)	
Description Communications-Based Train Control for the Queens Boulevard West Line- Phase 1	
Contract Term (including Options, if any) December 28, 2021 – March 31, 2025	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
S-48004-1	39
Original Amount:	
	\$ 156,172,932
Prior Modifications:	
	\$ 36,654,345
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 192,827,277
This Request:	
	\$ 5,750,000
% of This Request to Current Amount:	
	3%
% of Modifications (including This Request) to Original Amount:	
	27%

DISCUSSION:

Contract S-48004-1 (the “Contract”) provides Communication Based Train Control (“CBTC”) equipment for the CBTC signaling project on the Queens Boulevard West Line. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to the Contract to provide a database validation tool, a cloud-based ATS expandability tool, and multiple changes to the carborne controller software to improve system performance and reliability.

The Contract was awarded to Siemens Industry, Inc. to upgrade the existing signal system on the Queens Boulevard West Line to a CBTC system. The contract work involves updating and revising the Interoperability Interface Specification (“I2S”), which outlines MTA's technical requirements for standardizing CBTC technology. I2S compliance ensures seamless operations across all CBTC lines commissioned throughout the system. During performance of the contract work, it was determined that certain tools and modifications to the carborne controller software are necessary to strengthen the CBTC System and allow for future expansion of the system. The work of the proposed modification is as follows:

Automated Formal Validation Tool for CBTC Contracts: The Formal Database Validation Tool is an application that automates data verification allowing future CBTC Suppliers to validate new project line databases to comply with safety rules without requiring future Siemens involvement. There is currently no tool that can automatically verify that the databases created for CBTC operation on new lines comply with the required safety rules. This impedes the safe expansion of the CBTC database on new CBTC lines. The provision of this tool will resolve this issue.

Cloud-based Automatic Train Supervision (ATS) Expansion Tool: ATS monitors the train control operations. The existing Contract requires Siemens to provide an “Expansion Tool” to enable other CBTC Suppliers to expand ATS coverage when CBTC is deployed on new lines. However, the Contract does not require that the Expansion Tool allow simultaneous access by multiple CBTC Suppliers. The cloud-based Expansion Tool developed under this Modification will allow third-party CBTC Suppliers to simultaneously access the ATS Expansion Tool accelerating expansion of ATS coverage as new CBTC lines are put in-service.

Carborne Controller Software Modification – Shadow Mode: This enhancement will address a deficiency in “Shadow Mode” testing. Shadow Mode testing replicates in-service conditions before the CBTC system becomes operational. The current testing setup involves limited interaction between the CBTC Carborne Controller and the wayside CBTC Zone Controller, which fails to accurately simulate equipment behavior during revenue service. This software modification will enhance communication between the Carborne Controller and wayside Zone Controller during Shadow Mode testing, ensuring that the test mirrors actual operational conditions.

Carborne Controller Software Modification – Emergency Braking: Two modifications will be made to the Carborne Controller software that, when implemented, will prevent unnecessary braking when CBTC-equipped trains are operating in a work zone or other temporary speed restriction. The first software modification will resolve the emergency brake activation when

a train moves from non-CBTC to CBTC-controlled areas that have a speed restriction. The second enhancement addresses a similar issue when the Operations Control Center executes a delayed temporary speed restriction. These modifications will prevent the emergency brake from activating on the moving train and, instead, slow the train down within a prescribed time and allow it to leave the restricted area.

Firewall and Operating System Updates for the ATS Large Screen Display at the Operations Control Center: This display, provided by Siemens and located at the Operations Control Center, shows train operations for the entire B-Division and delivers essential real-time information to dispatchers and operators. Siemens must update the firewall rules and operating system for the ATS Large Screen Display to meet MTA-IT's latest cybersecurity requirements.

Alerter Button Monitoring Changes: Currently, train operators must periodically press an "alerter button" on the train cab console to confirm that they are alert while operating the train. If the button activation is mistimed or missed, the train triggers emergency braking, which significantly disrupts operations. This modification will update the carborne controller software to prevent unnecessary emergency braking by modifying the sequence of the actions required from the train operator. The software update will initially provide for full-service braking, rather than emergency braking, as an initial response, giving the train operator sufficient time to react and trigger the alerter button, thereby avoiding unnecessary emergency braking.

The contractor submitted a cost proposal of \$6,367,732. Negotiations resulted in the agreed lump sum price of \$5,750,000 with no extension of time and no impact costs, which has been determined to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: 5

Vendor Name (& Location) Restani-ASW JV, LLC (Astoria, NY)	
Description Rehabilitation of the Lower Level Suspended Span of the Verrazzano-Narrows Bridge	
Contract Term (including Options, if any) April 24, 2023 – January 13, 2026	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
VN-81X	9
Original Amount:	\$ 92,600,000
Prior Modifications:	\$ 2,032,670.78
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 94,635,670.78
This Request:	\$ 2,930,000
% of This Request to Current Amount:	3.09%
% of Modifications (including This Request) to Original Amount:	5.34%

DISCUSSION:

Contract VN-81X (the "Contract") provides for Restani Construction Corp-ASW JV, a joint venture consisting of Restani Construction Corp., NorthEast Structural Steel Inc. and GC COM Construction Company Inc., to perform the rehabilitation of the lower-level concrete deck on the suspended span of the Verrazzano-Narrows Bridge ("VNB"). MTA Construction and Development ("C&D") requests that the Board ratify a modification to furnish and install temporary structural shoring to the underside of portions of the Belt Parkway Ramp ("BPR") from the VNB.

The Contract requires limited, localized repairs to the BPR concrete deck, including installation of safety/debris shields. In March of 2025, an inspection of the underside of the BPR's deck was performed to assess the condition of the exposed deck areas not already included for repairs under the Contract. The inspection identified approximately 6,300 square feet of the BPR's concrete deck displaying evidence of significant deterioration, requiring immediate remedial action. If left untreated, the deterioration could lead to loosened concrete falling onto the park and roadway areas below. To address these concerns, under this modification, a temporary shoring system will be installed against the underside of the deck.

The BPR is planned for rehabilitation under upcoming project VN-84B, but that Contract is not expected to be awarded before the 3rd Quarter of 2025, with full mobilization not anticipated before 1st Quarter of 2026. Thus, installing the temporary shoring under this Contract, which is currently mobilized and prepared to perform the work immediately, is warranted given the current condition of the BPR and will be completed by July 2025. Once in place, the temporary shoring will alleviate the safety risks caused by the deterioration while the rehabilitation work is performed and will stay in place until the roadway deck replacement is completed, anticipated by 3rd Quarter 2029. The Design-Builder of project VN-84B will remove the temporary shoring as part of its contract work.

In order to procure the necessary materials and commence with prompt installation to mitigate safety concerns from falling debris, authorization was obtained from the President of MTA C&D on April 16, 2025 to direct the Contractor to proceed with ordering materials and to begin the installation.

The Contractor submitted a proposal in the amount of \$3,122,224.50. Negotiations resulted in agreement of a lump sum price of \$2,930,000 with no extension of time, which is considered fair and reasonable.